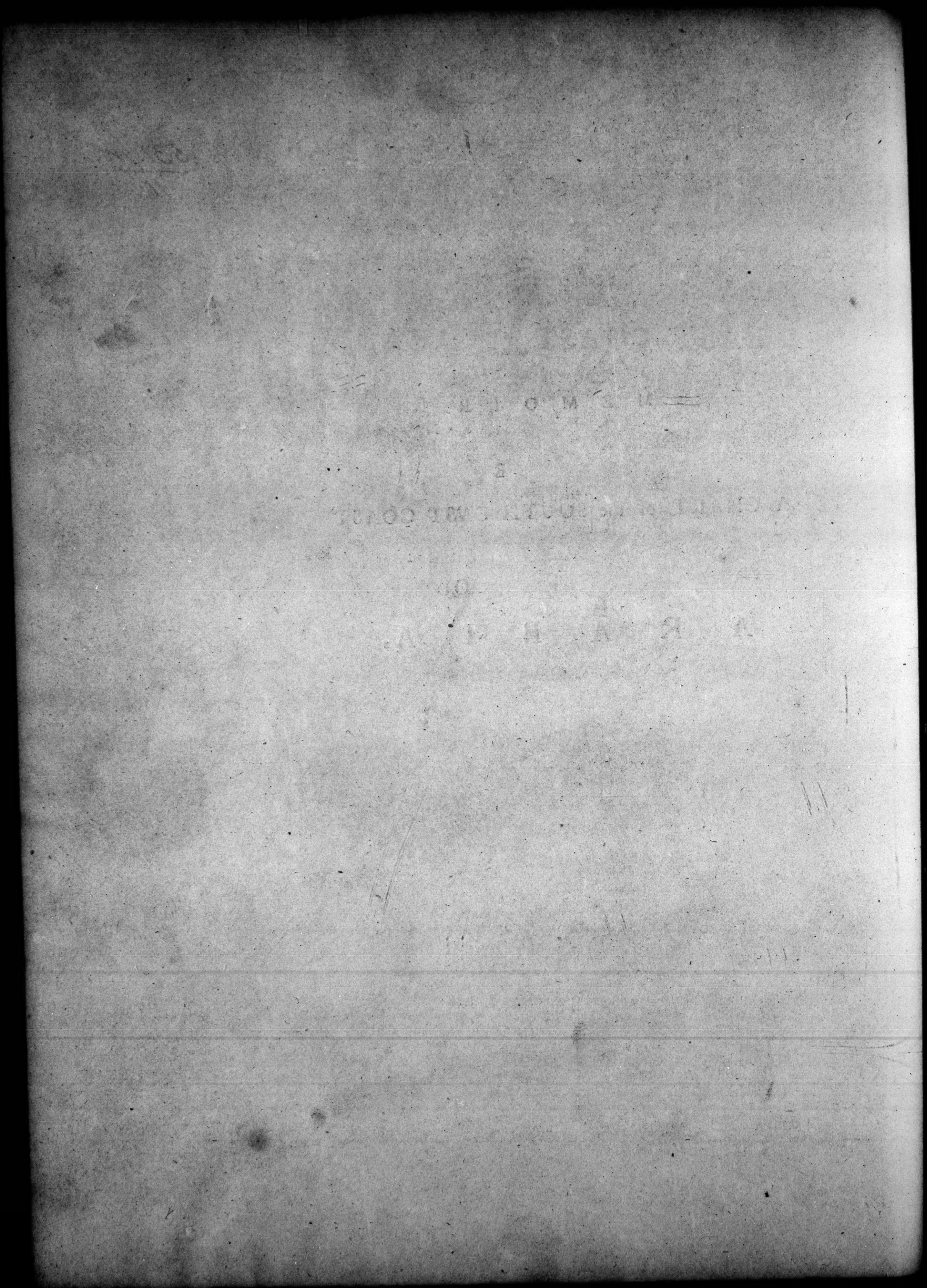


MEMOIR & CHART
of the
EAST COAST of ARABIA
MEMOIR
of
A CHART of the SOUTH-EAST COAST
of
ARABIA.

LONDON:
WILLIAM CURRIE & CO. 1850.

204 Vol 1



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MEMOIR of a CHART
of the
EAST COAST of ARABIA

from
DOFAR to the Island MAZIERA.

Published by

Dalrymple.

1784.

From an *Eye-Draught* taken by Capt. *John S. Smith*

In December 1781.

SECOND EDITION.

L O N D O N :

Printed by GEORGE BIGG, 1787.

MEMOIR of a CHART

of the

EAST COAST of ARABIA

from

Notes to the H.M.S. "Marianne"

collected by

of the

1824

From an MS. Journal taken by Capt. John S. Smith

In December 1824

London

Printed by

JOHN G. BARNARD

5th January 1784.

THE Publick are indebted to Capt. *John S. Smith*, of His Majesty's Navy, for *This Chart* of part of the *East Coast* of *ARABIA*: if every Officer would pay an equal attention to that branch of duty, we should soon have, a compleat *Set of Charts*: Capt *Smith* sent *This*, with a *most elegant Suite of Views* of the *Land*, and the following *Remarks*, to me from *INDIA*: as Capt. *Smith* was perfectly a Stranger to me, his Communication must have proceeded from motives of the most liberal kind; and I cannot sufficiently acknowledge how much I am indebted, not only for this Communication, but the very handsome manner in which it was made, in the following letter from Him.

“ S I R,

“ I take the liberty of sending by Capt. Scott of the
 “ Neptune, some Observations I made on the Coast of
 “ Arabia, as I understand you have taken great pains to
 “ procure every Information of that kind, and I likewise
 “ assure you, I will send every other Observation I may
 “ make or get to You. I shall be very happy if those you
 “ receive should be worth acceptance as I think they may
 “ be much depended upon.

“ I am S I R,

“ Your most humble Servant,

JN^o S. SMITH.”

The

B

MEMOIR of a CHART

of the

EAST COAST of ARABIA

from

DOUBT TO THE HIND MOUNTAINS

Travels by

Dr. J. A. Smith

1784

From an Engraving taken by Capt. John S. Smith

In December 1784

London

Printed by

JOHN JOHNSON, ST. PAULS CHURCH-YARD

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The Publick may expect much useful Information from the Observations which Capt. *Smith* so obligingly promises to communicate to me, and I can assure Them and Him, no delay on my part, shall prevent Navigators from profiting by his Labours.

Some inaccuracies having been committed by the Transcriber in spelling the *names*; I was at a loss which to adopt, and have therefore followed them separately; I shall here add the *List of names* as spelt in the *Chart*, in the *Views*, and in the *Remarks*.

<i>Chart.</i>	<i>Views.</i>	<i>Remarks.</i>
Dofar	Dofar	Dofar
Morebat	Morbat	Morebatt
Moutoval Point	Moutoval Pt.	Point Moutavall
Halky	Halky	Haliby
Halaby	Halaby	
Dereaby	Deriaby	Deriabe
Cape Chanfely	Cape Chanfely	Chanfley
Cape Marrica	Cape Marrica	Cape Marica
Maziera Island	Maziera Isl ^d	Island Mercera

I have added some *Remarks* of Capt. *David Simmons*, who passed *within* the *Island Maziera*, communicated by Lieut. *Edward Harvey* to my Friend Mr. *Smith*, the *present Chairman* of the East-India-Company, to whom I am indebted for these *Remarks*.

I have left Space, in the *Chart*, to continue *It* to *Ras al gate*, whenever I obtain competent materials for this purpose the communication of any information concerning that quarter, will therefore be received as a great favour.

SINCE this *Tract* was printed, Capt. *Smith*, on his return to England, has been so obliging to give me the following correct *List* of the *Names*, as received from the *Natives* through an *Interpreter*,

DOFFAR.

MOREBATT.

MOUTAVALL POINT.

HALKY.

HALLABY.

DERIABY.

CAPE CHANSLEY.

CAPE MARICA.

ISLAND MAZIERA.

Since the ship was found at Cape Horn, on his
return to England, he has been obliged to give me the
following copy of the list of the names as received from the
British through the Admiralty.

DOUGLAS
MORRIS
MONTAGUE POINT
HALL
HALL
DERBY
CAPE CHANSELY
CAPE MARICA
ISLAND MARICA

Capt. Smith's REMARKS in His Majesty's Ship
San Carlos.

ON 25th Sept. 1781 we sailed from JOANNA, with a very favourable wind; On the 5th October crossed the *Line* in Longitude $49^{\circ} 49'$ E by Account $47^{\circ} 49'$ by good Observation (which will appear *too far to the Westward* at this time of the year) we met with *little Wind* in Lat. $8^{\circ} 20'$ N Longitude $56^{\circ} 51'$ by Account, $54^{\circ} 51'$ by Observation, and from *that* to *calm*, which lasted near five Weeks; by which means, we lost the opportunity of the latter part of the *South-West Monsoon*, to make the COAST of MALABAR with; the Consequence of which was, we stood to the *Northward*, expecting to meet a *Northernly Monsoon*, in Latitude 17° N; which would have enabled us to make *some part* of the COAST; but being too far to the Westward, we made the COAST of ARABIA, about *Point Moutavall*, and the *Islands* off the *Bay of Curia Maria*; ^a the *Current* running *very strong*, and there being little Wind, we perceived the Convoy lost Ground considerably daily; the Commodore accordingly ordered me in the *Manilla*, a small Ship very fit for that purpose, to explore the COAST, and find out a place for the Convoy to refresh. I sailed from *Moutavall Point*, within sometimes Two Miles, sometimes less, and sounded with 50 fath. *no ground*, till we arrived off a *Point*, three Miles to the *Eastward* of *Morebatt*, when we got 30 fath. less than half a Mile from it; we saw several *Creeks* for Boats along this *part* of the COAST, but no appearance of *Water*, or refreshment, till we came to *Morebatt*; which is to be known by standing in, (if you should be in the *Offing*) for the Westernmost
part

^a *Curia Muria* in *D'Après*; *Camiona* in *Thornton*. D

part of a *high Mountain*, which joins *Moutavall*, you will not see the *Town*, till you get very close in; if you should not be able to fetch in, you must work close in Shoar, without the least fear, in the Evening, and contrive to be in the Offing, about eight or nine o'clock in the Morning, for the Sea Breeze, which I found very regular, but if this should not be the Case you may, occasionally, $\rightarrow$ along this part of the *Coast*, towards *Doffar*; and take the advantage of the Wind as you may find it; but if you come along Shoar from *Moutavall*, you will find it near twenty Leagues from the *Point*, and is to be known by a *long low Point*, which is the *Easternmost part* of the *Bay*; you may go within half a Mile, and stand into the *Bay*, in what Water you please, the *Soundings* being very regular, the best Anchorage is in 8 fath. Water about *one Mile* from the *Town*; if the Inhabitants should be shy, you must wave a *White Flag* on a *Staff*, and they will come off; they behaved very well to us, but I don't think they are to be trusted too far; it will be improper to risk going far from the Beach, or sleeping on Shoar in the Night.

Having found this *Place* a very safe one for the Convoy, with appearance of Friendship in the Inhabitants, (who were at first very shy) I returned to the Convoy, and was ordered to take them in; the Commodore intending to take the Men of War on to BOMBAY; we found a *scarcity of Water*, which we remedied by sinking Casks, near the *Mosque*; by which the Convoy, consisting of seventeen Sail, were watered in eleven Days, and ready for Sea; having got *plenty of Fish*, and some *Goats, Sheep,* and *Bullocks*, the latter rather a *scarce Commodity*, but *Fodder* more so; the *Water* was *brackish*, but we did not find

find it affect the Health of the people : Upon the whole, I would recommend Ships, who may be circumstanced as we were, to put into *Morehatt*, and get water and refreshments; but if they are not in want, it will be necessary to make every advantage of the Shoar, as they will find I have done, by the following Observations.

We left *Morehatt* and stood off shoar, expecting the favourable *Sea breeze* in the Morning, however we did not find it so favourable as before; still we got to the Windward by standing close in Shoar; and though the wind was never one point to the Northward or Southward of East, we worked up to *Moutavall* in six days with a very heavy Convoy, so that there must have been a strong Weather-Current, which I have great reason to believe is often the Case, but not certain.

From *Moutavall* we stood over to the *Islands*, to take the advantage of the Sea Breeze in the Afternoon, which we were successful in getting, and fetched up with the *West-ernmost* Island called *Haliby*; this *Island* is small, and pretty bold to; a Boat sounded, between *that* and *Sardy*, and found 27 fath, about one third over, and a little farther *no Ground* with 40 fath. we stood in Shoar from the Island *Sardy*, and in sounding found mostly 30 fath. as will appear by the *Eye Draught* received herewith, and very regular soundings all over the *Bay of Curia Maria*, which we worked through (taking the advantage of the Sea and Land Winds) in three Days; the *passage*, between *all* the *Islands*, appears to be very good; but finding the advantage

tage of standing in Shoar I did not go through; had it been necessary, from every appearance, I should have gone through between any of them without the least fear, keeping the Lead going.

About eight Leagues to the *Westward* of *Cape Chansley* (in the *Bay*) I spoke to a Country Boat from *MOCHA*, who informed me she left that place the 4th Dec. at which time she saw four *East Indiamen** going into *MOCHA*, and another Ship which I suppose was the *Content*; who had left the Convoy under my Command, and gone with the *Indiamen*, when I first left the Men of War with the Convoy, after returning from exploring the Coast. I mention this, to shew how little the *East India* Ships are acquainted with the Advantages to be gained in working along this Shoar,

I found the *General Draught* from *Doffar* to *Cape Chansley* very *incorrect*; have therefore taken the *Eye Draught* for the use of Ships coming this way, as more perfect, as far as an *Eye Draught* can be supposed, and sufficient to guide Mariners, the *Latitudes* of the *different Capes* being very well ascertained, and the *Bearings* of the *different Points*.

We saw several *small Coves* in the *Bay of Curia Maria*, for Ships to $\rightarrow$ in, but none that appear to be secure from the *Easterly Monsoon*; but the *Draught* will shew them more

* These Ships went to *Kisfeen* and not to *MOCHA*. D

more distinct than I can otherways discover, there is likewise an *Island*, which is not laid down in any Book, that I call *Rodondo*.

In standing out, found the *Soundings* very regular, from 30 to 60 fathoms, at which time

<i>Cape Marica</i> bore	N $\frac{1}{4}$ E distant 14 leagues
<i>Deriabe</i> ;	WSW $\frac{1}{4}$ W 4 or 5 leagues

in less than half an hour, going three Knots, we got *no Ground* with 120 fathoms; all the *Soundings* we got, were in *fine sandy Ground*; the Wind being at North we stood on the Larboard-Tack, in the Evening; the Wind being variable, we tacked occasionally, for two days, when we stood in shoar again, and found we had gained very little; the *Soundings* were as regular as before; we worked up along Shoar, within two or three Leagues, between *Cape Chansley*, and *Cape Marica*, the least Water we had in Shoar was 29 fathoms, four miles off; but on standing out, with the Wind at North, we got *less*, and as we *shoaled*, the Ground became *rocky* and *chalky*,

<i>Cape Marica</i> bearing	NNW 4 or 5 leagues
with the Land open to the Northward <i>two points</i>	

<i>Cape Chansley</i>	W $\frac{1}{2}$ N 6 or 7 leagues
--------------------------------	----------------------------------

we got 20 fathoms *chalk* and *rocks*, half an hour after 28 fathoms *fine Sand*, we stood in Shoar again, the Wind coming from the Sea, in standing in, we *shoaled* to 21 fathoms, and then deepened to 30 fathoms, about two miles from *Cape Marica*, we worked in Shoar the best part of the Night, with very regular *Soundings*: In the Morning,

D

steering

steering ENE, we *schoaled* to 17 fathoms, and a Ship, I sent to *sound* to the *Northward*, had 10 fathoms

Cape Marica then bearing WbS
and

The *Extreme Land* to the *Northward* NWbN

after which in standing off shoar we gradually increased our *Soundings* to 48 fathoms, at which time we were about twenty Leagues from *Cape Marica*,

It then bearing WbS

Latitude $18^{\circ} 24' N$: we had the Wind, from that time to two Days after, in light breezes, sometimes SE, sometimes NWbN, so that we lay up NE with a full Sail, and I expected to have cleared the *Land* with that Course, having an *Offing* of twenty leagues, but to my Surprise we *schoaled* our Water to 16 fathoms, which happened before Day break in the Morning, upon which I tacked, not seeing the *Land*; but, as soon as the Day appeared, we found the *Body* of the *Land* about six or seven leagues, and

The *Easternmost Point* ENE

which makes the *Draught* of the *Coast* of ARABIA in the *India Pilot*, very *erroneous*; we stood off, about 4 miles, EbS and *deepened* our Water to 32 fathoms, when I stood in again, and found the *Soundings* very regular to 3 fath. about *half a mile* from the Shoar, a Breeze coming off Shoar, we sailed E $\frac{1}{2}$ N all Night about ten leagues, when we observed the *Easternmost Land* in Latitude $18^{\circ} 57' N$ we were then about two miles WSW of it, this I take to be *Low Point* from its appearance; here we found a
strong

strong Current setting WSW so that we could not weather the *Point* with a fresh breeze at SE though we lay up to Windward of it several hours, being obliged to tack very often, and work very close to the Shoar; we got very *regular Soundings* to 11 fathoms, about *half a mile* from the *Point*; and after we weathered it, we stood up along the Shoar, which runs almost North and South, and found the *Current* set us about SSW: we were obliged to tack again, to wait for the Convoy, several of which did not weather this *Point* for forty-eight hours, during which time I worked up along Shoar, and found the *Soundings* very *regular*, till I got off the *Shoal Cliff* (so named from the number of *Shoals* off it) which bears N $\frac{1}{2}$ W about ten leagues, when we found very great *irregularity* in the *Soundings*, as will be seen by the *Draught*, several of the Ships found 8 and 6 fathoms, the *Porpoise* was in 5 fathoms, *rocks*, in the Night, she was then about three miles from me, and I had 27 fathoms; the next day I *shoaled* from 24 fathoms to 18, 15, 12, 10, 8, 6, 5 and 4 in less than *an hour*, going only *two Knots*, I ordered all the Boats to *sound* who found the like *Irregularity* in many *places*, so that this part of the *Coast* may be truly understood to be dangerous; when I got 4 fathoms,

The <i>Island Point</i> bore		NW 5 leagues
The <i>Shoal Cliff</i>		WbS 7 leagues
The <i>Low Point</i>		SSW

I then stood SEbS and encreased the *Soundings* very regular to 24 fathoms, about *five miles* from the *Spot*, here we caught a great quantity of *Rock Cod*, which is another plain Indication of this part of the *Coast* being *rocky*; and
all

all the *Country Boats*, we saw, went *without those Shoals*; a favourable Breeze springing up I endeavoured to make a NE Course, after standing out, till I deepened the Water to 62 fathoms at which time

<i>Low Point bore</i>		SWbW distant 10 leagues
<i>Shoal Cliff</i>		NW½W 10 leagues

we made a NEbE Course good, and run, as near as we could judge, with a fair Wind forty Leagues when we observed the *Southernmost part* of the *Island Mercera* in Latitude $20^{\circ} 18' N$, and from the appearance of the *Land*, we judged there was *another Island* to the *Northward*, the *Northernmost part* of *which*, we found in Lat. $20^{\circ} 49' N$ we got *Soundings*, as will appear by the *Draught*, on either a *Bank*, or a *Shoal* from some part of the *Main Land*, from 70 to 54 fathoms, *no Ground* to be got before, or after with 200 fathom line; they were the *last Soundings* we got on the COAST of ARABIA.

A favourable Breeze coming from the Southward, we steered NE to the Latitude $21^{\circ} 44' N$, when, the Wind being likely to continue, we steered more to the Eastward, and carrying the Wind Southerly for seven days we made the most of it by edging towards BOMBAY, gradually, till we got into the Latitude $20^{\circ} 10' N$, when the Wind coming to the Northward, I steered as near East, as the Wind would permit, and got *Soundings* in Lat. $19^{\circ} 40' N$ 50 fathoms, which we found by our Run after, to be near *forty leagues* from the *Land*; we *shoaled* to 45 fathoms, after running *three leagues*, and carried *those Soundings twelve leagues*; then got 40, after which we *shoaled gradually* to 24 fathoms, when we saw the *Land* bearing ENE which proved to be the *Island of Tannoa* or *Salfet* about *nine leagues*.

Some

Some Remarks of the *Island* MERCEIRA, on the
Coast of ARABIA.

Taken from a *Journal* of the *Royal Admiral* Captain *David Simmons*, when
she went through between the *Island* and the *Main*, in August 1772.

August 16th at Noon they observed in the Lat. 20° N,
and had made $49^{\circ} 16'$ W from *Princes Island*, in the
Streights of Sunda, they found the water discoloured but
had no ground at 70 fathom.

On the 17th in the evening had soundings, and stood
off to the Eastward, but finding the water shoalen fast, it
was thought best to $\rightarrow$ till day light; found a Current
setting to the Northward, in the morning it was thick
weather, but they weighed and endeavoured to work out,
the wind blowing fresh from S and SSW, finding they
shoaled their water on each tack $\rightarrow$ until clear weather.

On the 18th at 4 PM. on its clearing up, they weighed
in order to find a passage between the *Island* *Merceira* and
the *Main*, or a place of safety, they steered to the North-
ward NNE, N and NW, sounding 6 and 7 fath. for
some time, then shoaled from 7 to $4\frac{1}{2}$ gradually, then
steered NE, ENE, and E, and came into 3 fathom, and
 $\rightarrow$, saw the *Island* *Merceira* bearing from ESE to S, dis-
tance $2\frac{1}{2}$ or 3 leagues, the water fell two feet and the Ship
struck. At 8 PM. they found the water rise again which

E.

makes

makes the time of high water ^{H M} 10.48 full and change of the Moon, the water rises 5 feet.

On the 19th they went and sounded in the Boat: and NWbW $1\frac{1}{2}$ mile from the Ship had 4 fathom water, on which they weighed and $\rightarrow$ in that place, the Variation was observed to be $5^{\circ} 56'$ W. On the 20th at 4 PM. a Boat, from the *Island*, went on board her with a Pilot, and agreed to conduct them through between the *Island* and the *Main*, the Boat went and sounded to the Eastward, between the *Island* and the Ship had from 4 to 3 fathom, then deepened gradually to 4, 5, 6 and 7 fathom, sounded to the Westward and had $4\frac{1}{2}$ fathom for 2 miles distance from the Ship.

On the 21st at $\frac{1}{2}$ past Noon they weighed and stood SEbE towards the *Island* soundings 4, 4, $3\frac{3}{4}$, 3, 3, $3\frac{1}{4}$, $3\frac{1}{2}$, 4, and deepened gradually to 6 fath. then bore away E, ENE and NE, keeping in 6, $5\frac{1}{2}$ fath. till near the *Island Merceira*, where they $\rightarrow$ in 5 fathom *soft sand* and *shells* abreast of the *Town*,

The *Island* bearing from NEbE to SWbS distance off shoar 2 miles,
Lat. by Observation $20^{\circ} 32'$ N and Variation $5^{\circ} 36'$ W.

On the 26th at 2 PM they weighed, and steered, to the N and Eastward, along the *Island* from NNE to NE in 5, $5\frac{1}{2}$ and $5\frac{3}{4}$ fathom. At 3 they came up with a *large sand bank above water*, bearing NW, which forms the *Channel*, they entered this *Channel*, keeping the *Bank* at the distance
of

of $\frac{1}{4}$ a mile, and the *Island* at 3 miles distance, the *Main* about 2 miles distance.

In this *Channel* they had from $4\frac{3}{4}$, to $4\frac{1}{4}$ and a cast or two of 6 fathom, when the *Island Merceira* bore from SW to NE $\frac{1}{2}$ E distance $1\frac{1}{2}$ or two miles, they $\phi \rightarrow$ in 4 fathom water to sound to the Eastward and Westward of the Ship, but found no less than 3 fathom. At 8 weighed and steered along shoar from NbW to NE occasionally from 5 to 7 fathom, at times $3\frac{1}{2}$. At 11 $\phi \rightarrow$ in $4\frac{1}{2}$ fathom water, being then through the *Passage*,

N end of the *Island* bore from S $\frac{1}{4}$ W to WSW distance 3 miles,

Latitude Observed $20^{\circ} 48'$ N, had *no less* than $\frac{1}{4}$ less 3 fathom in going through, and that at *low water*.

[illegible]